



CMAQ Project Selection Committee Meeting

Annotated Agenda – revised

July 10, 2008

1:00 p.m.

**DuPage County Conference Room
233 S. Wacker Drive, Suite 800, Sears Tower
Chicago, Illinois**

Note: the meeting materials can be found at <http://www.cmap.illinois.gov/cmaq/minutes.aspx>

1.0 Call to Order and Introductions 1:00 p.m.
Ross Patronsky, Committee Chair

2.0 Agenda Changes and Announcements

3.0 Project Changes

3.1 Kane County DOT – Randall Rd from Silver Glen Rd to Red Haw La and Binnie Rd to IL 72 (TIP ID 09-06-0004)

The sponsor is requesting a cost increase.

3.2 Riverdale – Ivanhoe Metra Station Kiss 'n Ride Facility (TIP ID 07-05-0004)

The sponsor is withdrawing the project.

3.3 Will County Department of Highways – Naperville-Plainfield Rd at 119th (TIP ID 12-04-0002)

The sponsor is requesting a cost increase.

ACTION REQUESTED: Approval of staff recommendations, barring discussion of any individual project

4.0 Program Management

4.1 FY 2007 Project Status

An update will be provided on the projects contacted regarding the need to submit Job Number Request forms.

ACTION REQUESTED: Approval of staff recommendation to notify sponsors of FY 2007 project withdrawal.

5.0 FY 2009 CMAQ Proposals

5.1 FY 2009 CMAQ programming mark

The status of CMAQ apportionments and the proposed mark will be discussed.

5.2 Staff recommendation for a FY 2009 CMAQ program

The staff proposed FY 2009 program will be presented. The staff proposal will be posted at the CMAP Web site, http://www.cmap.illinois.gov/cmaq/fy2009_cmaq.aspx, prior to the meeting.

ACTION REQUESTED: Approval of mark and recommendation of proposed program to Transportation Committee

6.0 Other Business

7.0 Public Comment

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion. It should be noted that the exact time for the public comment period will immediately follow the last item on the agenda.

8.0 Next Meeting

The next meeting will be scheduled to follow the close of public comments.

9.0 Adjournment

CMAQ Project Selection Committee Members:

____ Ross Patronsky, Chair	____ Les Nunes	____ Jeff Schielke
____ Martin Buehler	____ Mark Pitstick	
____ Luann Hamilton	____ Mike Rogers	

Attending CMAQ Project Selection Committee Meetings at Sears Tower:

CMAQ Project Selection Committee meetings are public meetings; the public is invited to attend. Passes are available for people attending these meetings at the CMAP offices. If you wish to attend but have not attended meeting regularly, please call or e-mail Doug Ferguson (312-386-8824, dferguson@cmap.illinois.gov) in advance to be added to the list. For requests or problems on the day of the meeting, please call the CMAP main reception desk at 312-454-0400. A driver's license, state ID, or passport will be required to enter.



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800, Sears Tower
Chicago, IL 60606

312-454-0400 (voice)
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www.cmap.illinois.gov

MEMORANDUM

To: CMAQ Project Selection Committee

Date: July 10, 2008

From: Doug Ferguson, Associate Planner; Ross Patronsky, Senior Planner;

Re: CMAQ Project Change Requests

Three projects have been submitted for project changes. The net change in the federal amount programmed resulting from the requests is \$4,801,067. The sponsors' requests are attached.

Kane County DOT – Randall Rd from Silver Glen Rd to Red Haw La and Binnie Rd to IL 72 (TIP ID 09-06-0004)

The sponsor is requesting a cost increase for the subject project in the amount of \$213,306 federal. The project was originally programmed in FY 2006 as two separate projects in the amounts of \$447,510 federal for the Red Haw La to Silver Glen Rd section and \$443,650 federal for the IL 72 to Binnie Rd section. The Committee at its November 15, 2007 meeting approved merging the projects together and an increasing the CMAQ participation by \$443,201.

The project has been let and the bids have come in higher than anticipated. The signal interconnect is using technology new to the County and the County does not have historical cost data for the new technology.

The project's benefit ranking was re-evaluated. With the cost increase, the cost per ton of VOC eliminated increase from \$180,672 to \$209,515; its rank among FY 2006 signal interconnect projects dropped from seventh to eighth ahead of seven projects that were also programmed.

Recommendation to the CMAQ Project Selection Committee:

- **Consider approving the cost increase for Kane County DOT – Randall Rd from Silver Glen Rd to Red Haw La and Binnie Rd to IL 72 (TIP ID 09-06-0004) in the amount of \$213,306 federal for total project funding of \$1,547,397 federal (\$1,934,246 total).**

Riverdale – Ivanhoe Metra Station Kiss 'n Ride Facility (TIP ID 07-05-0004)

The sponsor is withdrawing the project, which was programmed in 2005 for \$57,300 federal and received a cost increase in February 2008 in the amount of \$35,180 federal. \$7,997 federal has been expended on engineering for the project.

As detailed in their letter, the sponsor has decided that the traffic volumes for the commuter drop-off/pick-up do not warrant the proposed facility.

Recommendation to the CMAQ Project Selection Committee:

- **Accept the withdrawal of Riverdale – Ivanhoe Metra Station Kiss 'n Ride Facility (TIP ID 07-05-0004), in the amount of \$84,483 federal.**

Will County Department of Highways – Naperville-Plainfield Rd at 119th (TIP ID 12-04-0002)

The sponsor is requesting a cost increase for the subject project in the amount of \$4,672,244 federal. The project was originally programmed in FY 2004 in the amount of \$1,048,000 federal (\$1,385,000 total).

The project is nearing the completion of phase I engineering and has developed a new estimate of costs. The higher costs estimates are the result of new detailed geometrics, the discovery that the existing roadways need to be reconstructed to handle increased heavy truck and passenger vehicle traffic, changes in quantities and current higher unit prices, and additional right of way requirements. The sponsor estimates the project to be ready for a Summer 2010 letting.

In October 2006 the sponsor made a request for increasing funding for the project and the committee denied the request, instructing the sponsor to reapply in the FY 2008 cycle. The project was never submitted for consideration in the FY 2008 or 2009 cycles.

The project's benefit ranking was re-evaluated. With the cost increase, the cost per ton of VOC eliminated increase from \$643,088 to \$3,400,441; its rank among FY 2004 intersection improvement projects dropped from fifth to twelfth which drops it below one project that received funding and eleven that did not receive funding. Due to the amount of the increase and the previous instructions to resubmit the project, staff recommends that a similar course of action be taken and the sponsor resubmit the project for consideration in the FY 2010 cycle.

Recommendation to the CMAQ Project Selection Committee:

- **Advise the sponsor to resubmit Will County Department of Highways – Naperville-Plainfield Rd at 119th (TIP ID 12-04-0002) for consideration in the FY 2010 CMAQ funding cycle.**

KANE COUNTY

DIVISION of TRANSPORTATION

Carl Schoedel, P.E.
Director of Transportation
County Engineer

41W011 Burlington Road
St. Charles, IL 60175
Phone: (630) 584-1170
Fax: (630) 584-5265



July 1, 2008

Mr. Ross Patronsky
Chief of CMAQ Program
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

RE: Randall Road Interconnects from Silver Glen Rd to Red Haw Ln and Binnie Rd to IL 72
Request for Increase in CMAQ Funds
TIP ID Number 09-06-0004

Dear Mr. Patronsky:

The Kane County Division of Transportation (KDOT) was awarded \$1,334,361.00 in CMAQ funding for Fiscal Year 2008 for the engineering and construction of the above referenced signal interconnect improvement. KDOT is requesting \$213,035.80 in additional CMAQ funds for the completion of the project, for a new total of \$1,547,396.62 of CMAQ funds.

This project has been let and the bids came in unexpectedly higher than our engineer's cost estimate. During the design phase every attempt was made to determine accurate unit costs for all the proposed items. Because we are using new technology to create an ethernet based virtual traffic management center there was not any historical data available to reference when determining unit costs for the different components that make it up.

Randall Road is our most congested highway within the County system. The Randall Road Interconnect is an important safety and capacity improvement to a Strategic Regional Arterial, and we encourage the CMAQ Committee to support our request for additional funds.

If you have any questions or require additional information, please contact me at 630-406-7333.

Best Regards,

A handwritten signature in black ink, appearing to read "Paul Holcomb", with a stylized flourish at the end.

Paul Holcomb
Chief of Design

cc: file
Steve Coffinbargar
Holly Smith

**Randall Road Interconnect
Silver Glen Road to Red Haw Lane and Binnie Road to IL 72**

Previously Approved Project Costs per February 22, 2008 CMAQ App

Task	Total	CMAQ (80%)	KDOT (20%)
Phase II Engineering	\$90,276.22	\$72,220.98	\$18,055.24
Phase III Engineering	\$94,390.80	\$75,512.64	\$18,878.16
Construction	\$1,483,284.00	\$1,186,627.20	\$296,656.80
Total	\$1,667,951.02	\$1,334,360.82	\$333,590.20

Construction Bid Price

Task	Total	CMAQ (80%)	KDOT (20%)
Phase II Engineering	\$90,276.22	\$72,220.98	\$18,055.24
Phase III Engineering	\$94,390.80	\$75,512.64	\$18,878.16
Construction	\$1,749,578.75	\$1,399,663.00	\$349,915.75
Total	\$1,934,245.77	\$1,547,396.62	\$386,849.15

Additional CMAP funds requested

\$213,035.80

Chicago Metropolitan Agency for Planning

CMAQ Cost Increase Analysis

TIP ID: **09-06-0004**

Description: **Randall Rd from Silver Glen Rd to Red Haw La and Binnie Rd to IL 72**

Ranking Computation

	2006 Awards	2007 Request	2008 Request
Tons VOC eliminated	9.2319	9.2319	9.2319
Cost	\$ 1,113,950	\$ 1,667,951	\$ 1,934,246
\$/Ton VOC eliminated	\$ 120,663	\$ 180,672	\$ 209,518
Rank	4	7	8

Project Expenses

	Federal Share	Total	Federal %	Basis
2006 Awards	\$ 891,160	\$ 1,113,950	80.0%	Approved Projects
2007 Request	\$ 1,334,361	\$ 1,667,951	80.0%	Letter from Sponsor
2008 Request	\$ 1,547,397	\$ 1,934,246	80.0%	Letter from Sponsor
Increase Amount	\$ 213,036	\$ 554,001		

Note:

The project was programmed in FY 2006 as two separate projects that ranked 2nd and 9th. With the 2007 request Kane County DOT asked for the projects to be combined.

FY 2006 CMAQ Program

ID	Facility to be Improved	Total \$	Fed \$	\$/Ton Voc	Select
Signal Interconnect					
SI04062509	IDOT-IL 171/Cumberland Ave from Fullerton Ave to Foster Ave	\$392,679	\$314,143	\$49,091	\$314,143
SI09062532	Kane County DOT-Randall Rd from Red Haw La to Silver Glen Rd	\$559,390	\$447,510	\$86,149	\$447,510
SI12062530	Joliet-Essington Rd from Hennepin Dr to US-52/Jefferson St	\$520,000	\$416,000	\$88,148	\$416,000
SI10062499	IDOT-US 41/Skokie Hwy from Amhurst Pwy to IL 137	\$442,980	\$354,384	\$115,985	
Combined projects 2006		\$1,113,950	\$891,160	\$120,663	\$891,160
SI08062504	IDOT-IL 83/Robert Kingery Hwy from Central Rd to Bluff Rd	\$488,060	\$390,448	\$171,921	\$390,448
SI04062531	Oak Park-Chicago Ave from Marion St to Ridgeland Ave	\$227,300	\$181,840	\$174,952	\$181,840
SI10062503	IDOT-IL 43/Waukegan Rd from Half Day Rd to Deerfield Rd	\$388,700	\$310,960	\$175,129	\$310,960
Combined projects with 2007 Revised Cost		\$1,667,951	\$1,334,361	\$180,672	
SI01062511	CDOT-Congress Parkway ITS Smart Corridor	\$3,688,000	\$2,950,400	\$190,138	\$2,950,400
SI09062616	Kane County DOT-Randall Rd from IL 72 to Binnie Rd	\$554,560	\$443,650	\$202,498	\$443,650
2008 Revised Cost		\$1,934,246	\$1,547,397	\$209,518	
SI06062507	IDOT-State St from Illinois St to 127th St	\$427,248	\$341,798	\$228,453	\$341,798
SI10062528	Lake County DOT-Highland Park Interconnect	\$2,243,000	\$1,794,000	\$245,661	\$164,000
	Waukegan-IL 132/Grand Ave from IL 131/Green Bay Rd to IL 137/Sheridan Rd	\$1,600,000	\$1,280,000	\$274,914	
SI10062527					
	IDOT-IL 83/Antioch Rd from Washington St to Shorewood (Change to Rollins - add 200K)	\$551,624	\$481,299	\$293,083	
SI10062505					
SI06062508	IDOT-IL 171/IL 83/Calumet Sag Rd from IL 83/Robert Kingery Hwy to Bell Rd	\$553,380	\$442,704	\$297,382	\$442,704
SI01062515	CDOT-Stony Island Ave from Midway Plaisance to US 12/US 20/95th St	\$475,000	\$380,000	\$324,790	\$380,000
SI10062526	Waukegan-Lewis Ave from 14th St to Yorkhouse Rd	\$2,500,000	\$2,000,000	\$333,196	
SI01062521	CDOT-87th St from Western Ave to I-94/Dan Ryan Ewy	\$2,087,500	\$1,670,000	\$351,700	\$1,670,000
SI12062506	IDOT-US 6/Channahon Rd from McClintock to Caterpillar	\$500,000	\$400,000	\$358,864	
SI01062517	CDOT-Broadway Ave and Sheridan Rd from Devon Ave to Hollywood Ave	\$4,550,000	\$3,640,000	\$374,521	
SI01062520	CDOT-IL 50/Cicero Ave from US 14/Peterson Ave to Lexington Ave	\$9,525,000	\$7,620,000	\$471,108	
SI01062519	CDOT-Roosevelt Rd from Western Ave to US-41/Lake Shore Dr	\$5,270,000	\$4,216,000	\$505,177	
SI01062524	CDOT-US 12/US 20/95th St from Western Ave to US 41/Ewing Ave	\$5,450,000	\$4,360,000	\$541,475	\$4,360,000
SI07062502	IDOT-IL 50/Cicero Ave from 167th St to Fieldcrest	\$234,000	\$187,200	\$612,554	
SI10062529	Lake County DOT-Washington St from Teske Blv to Sheridan Rd	\$2,716,000	\$2,173,000	\$658,058	\$2,173,000
SI01062514	CDOT-87th St from I-94/Dan Ryan Ewy to I-90/Chicago Skyway	\$345,000	\$276,000	\$714,051	
SI07062501	IDOT-IL 83/147th Street from Homan Ave to Western Ave	\$1,585,000	\$1,268,000	\$721,270	
SI01062516	CDOT-IL-64/North Ave from Menard St to Ashland Ave	\$785,000	\$628,000	\$745,232	
SI01062513	CDOT-79th St from IL 50/Cicero Ave to Ashland Ave	\$490,000	\$392,000	\$875,655	
SI10062510	IDOT-IL 120/Belvidere Rd from IL 134/Main St to Hainesville Rd	\$173,075	\$138,460	\$1,044,388	
SI07062500	IDOT-142nd Street (Main Street) from Indiana Ave to Cottage Grove	\$1,062,000	\$849,600	\$1,045,190	
SI01062512	CDOT-Michigan Ave and Indiana Ave from 31st St to 63rd St	\$790,000	\$632,000	\$1,506,160	
SI10062498	IDOT-US 45 from Grass Lake Rd to Milburn Rd	\$163,875	\$131,000	\$2,044,156	



Village of Riverdale

157 West 144th Street • Riverdale, IL 60827-2707
(708) 841-2200 • Fax (708) 841-7587

Zenovia G. Evans
Village President

Arlette S. Frye
Village Administrator

Joyce E. Forbes
Village Clerk

Trustees

Deyon L. Dean
Cheryl A. Foy
Louis Peyton
Jerome Russell
Dennis Sanders
Deborah Smiley

June 30, 2008

Project 04-624

Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Attn: Mr. Ross Patronskey, Senior Planner

RE: Tracey Avenue Ivanhoe METRA Commuter Kiss 'N Ride
CMAQ Project #CMM-8003(584)
Section #05-00113-00-PK
Cook County – Village of Riverdale

Dear Mr. Patronskey:

A decision has been made by the Village of Riverdale Board of Trustees to not proceed with the Ivanhoe METRA Commuter Kiss 'n Ride project.

Pursuant to our conference telephone call on June 2, 2008 Robinson Engineering has performed manual traffic counts at the intersection of 144th Street & Tracey Avenue in order to determine the number of drop-offs and pick-ups made during the AM and PM peak hours. The traffic counts were performed on June 4th and 5th, 2008. The counts taken confirm that the current usage for the commuter drop-off/pick-up facility at this time does not meet the projections targeted by the Village when this facility was proposed in February 2004.

The Village of Riverdale appreciates the opportunity given by CMAP to evaluate improvements at the Ivanhoe METRA Station. Please feel free to contact myself or Patricia Barker, P.E. of Robinson Engineering, Ltd. at 708-331-6700 should you have any questions.

Sincerely,

A handwritten signature in cursive script that reads "Zenovia G. Evans".

Zenovia G. Evans
Village President

Cc: Arlette Frye, Village Administrator, Village of Riverdale
Mel Mangoba, IDOT District 1 Local Roads & Streets
Patricia Barker, Robinson Engineering, Ltd.



Will County Department of Highways

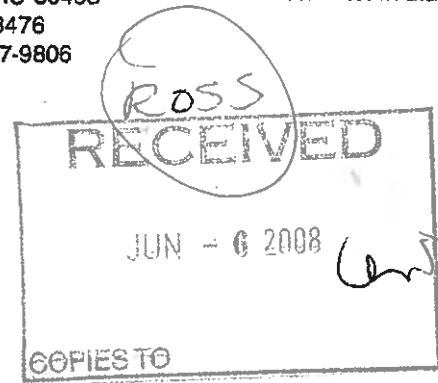
SHELDON C. LATZ, PE PLS
COUNTY ENGINEER

16841 W. LARAWAY ROAD
JOLIET, ILLINOIS 60433
(815) 727-8476
FAX (815) 727-9806

BRUCE D. GOULD, PE
ASSISTANT COUNTY ENGINEER

June 3, 2008

Mr. Ross Patronskey
Chief of the CMAQ Program
Chicago Metropolitan Agency for Planning
233 S. Wacker Drive, Suite 800
Chicago, IL 60606



Dear Sir:

Subject: Revised Cost Estimate
CMAQ Application No.: II 1204729
TIP ID No.: 12-04-0002
C. 14 (Plainfield-Naperville Road)
@ 119th Street
County Section: 04-00036-22-TL

When the subject project was selected for the Fiscal Year 2004 CMAQ Program, the County's project application provided a project cost breakdown for engineering (various phases), right of way and construction. That cost breakdown is as follows:

Engineering (Phase I)	-	\$ 75,000	(County MFT)
Engineering (Phase II)	-	\$ 85,000	(80% Federal Funded)
Right of Way Acquisition	-	\$ 100,000	(80% Federal Funded)
Engineering (Phase III) and Construction	-	\$1,125,000	(80% Federal Funded)

Total \$1,385,000

The amount of Federal Funds (80% of costs) being programmed was \$1,048,000 with the local agency's share being \$237,000 (MFT Funds plus 20% non-federal funds).

As we proceed through our Phase I phase of the project and anticipate receiving design approval shortly from IDOT, we prepared a more detailed estimate of costs based on the latest geometrics. We found that our current costs for design engineering, right of way acquisition, construction and construction engineering supervision will be significantly higher than those provided in our application.

June 3, 2008

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The estimated higher costs associated with this project reflect more detailed geometrics, a determination that the existing roadways need to be reconstructed to adequately handle increased heavy truck and passenger vehicle traffic; changes in quantities and current higher unit prices of bid items; and under estimations of cost per acre and amount of additional right of way required based on approved geometries. We would appreciate your consideration and approval of these increased project costs.

Our current estimate of costs for the various phases are:

Engineering (Phase I)	\$ 173,125	(100% County MFT)
Engineering (Phase II)	\$ 282,400	(80% Federal Funding)
Right of Acquisition	\$1,100,000	(80% Federal Funding)
Engineering (Phase III)	\$ 524,355	(80% Federal Funding)
Construction	\$5,243,550	(80% Federal Funding)
<hr/>		
Total	\$7,323,430	

The revised total amount of Federal Funds will be \$5,720,244 (80% of costs), with the local agency's share of the costs being \$1,603,186, (100% MFT funds for Phase I plus 20% non-federal funds).

We have developed the following tentative schedule for the remainder of the project:

- Phase I - Anticipate receiving Design Approval in June, 2008
- Phase II - Preparation of plats and legals and preparation of contract plans to be initiated in September, 2008

June 3, 2008

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Acquisition Phase - Initiate start of phase with appraisals in December, 2008 and completion of phase (acquisition) by June, 2010.

Construction and Phase III - Project would be ready for a Summer, 2010 letting.

We would appreciate your consideration of our request for increased funding and advising us of your decision at your earliest convenience.

Should you have any questions, please contact our office at 815-727-8476.

Sincerely,


Sheldon C. Latz, PE PLS
County Engineer

SCL:bi

Chicago Metropolitan Agency for Planning

CMAQ Cost Increase Analysis

TIP ID: 12-04-0002

Description: Will County Department of Highways-Naperville-Plainfield Rd at 119th

Ranking Computation

	2004 Award	2008 Increase
Tons VOC eliminated	2.1537	2.1537
Cost	\$ 1,385,000	\$ 7,323,430
\$/Ton VOC eliminated	\$ 643,088	\$ 3,400,441
Rank	5	12

Project Expenses

	Federal Share	Total	Fed %	Basis
2004 Award	\$ 1,048,000	\$ 1,310,000	80.0%	Approved project
2008 Increase	\$ 5,720,244	\$ 7,150,305	80.0%	Letter from County
Increase Amount	\$ 4,672,244	\$ 5,840,305		

FY 2004 CMAQ Program

ID	Facility to be Improved	Total \$	Fed \$	\$/Ton Voc	Select
Intersection Improvement					
II02040976	Morton Grove-IL 58/Dempster St from Ferris Ave to Central Ave	\$2,757,600	\$2,206,080	\$384,782	\$2,206,080
II09040802	Aurora-Sullivan Rd from IL 31/Lake St to IL 25/Aurora Ave	\$1,038,288	\$830,630	\$399,673	\$830,630
II10041004	Lake County DOT-Quentin Rd from Rand Rd to Long Grove Rd	\$350,000	\$280,000	\$567,469	
II08040929	Bensenville-IL 19/Irving Park Rd at York Rd	\$1,000,000	\$800,000	\$571,153	
II12040729	Will County Department of Highways-Naperville-Plainfield Rd at 119th	\$1,310,000	\$1,048,000	\$643,088	\$1,048,000
II08041118	Naperville-Washington Street at Hobson Rd & 75th St	\$615,000	\$492,000	\$711,061	
II10040997	Grayslake-Atkinson Rd, IL 120, IL 83, IL 137 and Ivanhoe Rd	\$11,490,000	\$9,192,000	\$720,191	
II01041172	CDOT-Fullerton Ave from I 94/Kennedy Ewy to Chicago River	\$2,427,000	\$1,941,600	\$1,147,326	
II03042299	Schaumburg-Schaumburg and Barrington Roads Intersection Improvements	\$1,774,300	\$1,419,400	\$2,018,166	
II11040909	Crystal Lake-Pingree Rd at US 14/Northwest Hwy	\$640,300	\$512,240	\$2,026,117	
II09041009	Kane County DOT-Randall Rd at IL 64/Main St	\$2,500,000	\$2,000,000	\$2,320,389	\$2,000,000
II08041115	Naperville-US 34/Ogden Ave from Iroquois Ave to Fender Rd and Naper Blvd from Ridgeland Rd to Old Plank Rd	\$522,400	\$417,900	\$3,199,250	
Revised Rank				\$3,400,441	
II08040891	Westmont-Pasquinelli Dr from Ogden Ave to Oak Hill Dr	\$1,460,000	\$1,168,000	\$4,592,298	
II09041035	Kane County DOT-Randall Rd at Keslinger Rd and Kaneville Rd	\$3,750,000	\$3,000,000	\$5,546,821	
II09041015	Kane County DOT-Montgomery Rd and Douglas Rd Intersection	\$4,870,000	\$3,896,000	\$5,878,459	
II03040983	Arlington Heights-US 14/Northwest Hwy from Arthur Ave to Waterman Ave	\$152,000	\$122,000	\$6,710,521	
II03040923	Rolling Meadows-IL 58/Golf Rd at IL 62/Algonquin Rd	\$500,000	\$400,000	\$7,513,433	
II10041022	Lake County DOT-Green Bay Rd at Wadsworth	\$2,567,000	\$2,054,000	\$7,675,329	\$600,000
II10040993	Gurnee-Cemetery Rd at Washington St	\$4,230,000	\$3,384,000	\$8,310,738	
II09041030	Kane County DOT-Consolidate Dunham/Stearns Rd and Dunham/IL 25 intersection	\$3,125,000	\$2,500,000	\$66,439,297	

MEMORANDUM

To: CMAQ Project Selection Committee

Date: July 10, 2008

From: Doug Ferguson, Associate Planner; Ross Patronskey, Senior Planner;

Re: FY 2007 CMAQ Projects With No Obligations through May, 2008

At the May CMAQ Project Selection Committee meeting, staff was directed to contact sponsors of CMAQ Projects that were programmed in FY 2007, but which had not obligated FY 2007 CMAQ funds. The sponsors would be instructed to submit the initiating document (job number request) to IDOT by June 30th, and to obligate the first phase of the project by December 31st.

A letter was sent to sponsors of eleven projects. Of these, five responded satisfactorily, four provided a mixed response, and two responded unsatisfactorily. The attached table shows the projects and the responses.

Recommendation

Advise the sponsors of River Forest – Lake St at Lathrop Ave (TIP ID 04-06-0035) and Deerfield – Deerfield Rd Sidewalk Improvements and Pedestrian Underpass (TIP ID 10-06-0055) that the projects will be forwarded to the next Transportation Committee and MPO Policy Committee meetings for withdrawal of their CMAQ funding.

Since the MPO Policy Committee is the body that programs CMAQ projects, actually withdrawing a project from the program should require their action. This also gives the sponsors one last chance to rectify their situation, and potentially stay in the program.

Staff also recommends a discussion of the four projects with mixed responses. Although these projects are proceeding, their FY 2007 funds are not being used in a timely manner. Alternate firm deadlines may be in order for these projects.

Chicago Metropolitan Agency for Planning

Projects Programmed in FY 2007 with no Action on FY 2007 Funds

TIP ID	Project Sponsor	Brief Description	FY 2007 Funding	Total Funding	Response
01-94-0092	CDOT	BIKE FAC-CHICAGO-STREETS FOR CYCLING/BIKE 2015 Plan Implementation	\$1,000,000	\$2,260,000	Agreement signed 3/97 - FY 07 engineering obligated using FY 05 funds. No FY 07 funds obligated yet.
04-06-0035	River Forest	Lake St at Lathrop Ave	\$28,000	\$28,000	
07-06-0058	Forest Preserve District of Cook County	Thorn Creek Bicycle Trail Completion	\$380,480	\$4,489,935	Engineering has been obligated
08-06-0006	Woodridge	Woodridge Heritage Parkway Bike Path Links	\$24,000	\$64,000	Engineering (2006 funds) at IDOT for approval. Letting spring 09; 2007 funds are for construction engineering
08-97-0010	Oakbrook Terrace	CERMAK RD (22ND STREET) FROM IL 56 BUTTERFIELD ROAD (DUPAGE/OAK BROOK) TO IL 83 KINGERY HWY (DUPAGE/OAK BROOK TERRACE)	\$49,226	\$377,406	IDOT is doing engineering, so no funds have been obligated yet.
10-06-0055	Deerfield	Deerfield Rd Sidewalk Improvements and Pedestrian Underpass	\$84,000	\$779,520	Engineering firm has been selected
10-06-0062	Waukegan	IL 132/Grand Ave from IL 131/Green Bay Rd to IL 137/Sheridan Rd	\$78,400	\$1,280,000	Lake County project now - JNR approved
10-06-0063	Waukegan	Lewis Ave from Yorkhouse Rd to 14th St	\$121,296	\$2,000,000	Lake County project now - JNR approved
11-06-0041	Crystal Lake	US 14 from IL 176 to Woodstock St	\$43,000	\$43,000	Job Request approved 5/6 - not on IDOT report as of 6/30
11-06-0042	Crystal Lake	Erick St Sidewalks	\$69,000	\$69,000	JNR approved 6/13
12-06-0001	Homer Glen	Homer Glen Community Bike Trail	\$44,800	\$680,730	Engineering (2006 funds) at IDOT for approval. 2007 funds are for engineering/ construction of east extension

Chicago Metropolitan Agency for Planning

Summary of FY 2009 Mark Estimation

Prior Apportionments		Notes
Total Apportionment 1992 - 2008	\$1,176,838,857	From IDOT
Total Rescissions 1992-2008	\$72,407,538	From IDOT - approximately \$3.7 million less than total used in 2008
Reserve for Obligation Limitation	\$0	From IDOT - Offset by rescission. Does not include \$25.5 million for 2006 and 2007 used in estimating FY 2008 mark
Net Apportionment 1992 - 2008	\$1,104,431,319	
Northeastern Illinois Share	\$1,051,529,059	95.21% of net apportionment
 Prior Programming		
Total Programmed 1992 - 2008	\$1,013,175,794	
Withdrawals 1992-2008	\$101,440,983	
Increases 1992-2008	\$112,247,881	
Net Programmed 1992 - 2008	\$1,023,982,692	
 Unprogrammed Amount 1992-2008	 \$27,546,367	
 Estimated FY 2009 Mark		
Apportionment	\$95,281,125	From n4510.682. Net after 2% takedown for statewide planning and research
Reserve for FY 2008 and 2009 Rescissions	\$11,894,132	FY 2008 rescission from n4510.673 - using maximum allowable. FY 2009 Rescission estimated to be \$24 million; not included
Net Apportionment	\$83,386,993	
Northeastern Illinois Share	\$79,392,756	95.21% of net apportionment
 FY 2009 Programming from Prior Years	 \$47,334,586	 Includes amounts previously reflected in prior programming, but moved to FY 2009 as a result of follow-up with sponsors
Estimated Available for CMAQ Programming	\$59,604,537	Unprogrammed amount from 1992-2008 plus estimated FY 2009 northeastern Illinois share less previously programmed amount. Does not include reserve for cost increases

MEMORANDUM

To: CMAQ Project Selection Committee

Date: July 10, 2008

From: Doug Ferguson, Associate Planner; Ross Patronskey, Senior Planner;

Re: FY 2009 CMAQ Program – Staff Recommendation

The staff recommendation for the FY 2009 multi-year CMAQ program is attached. In preparing this program, staff considered a number of factors, including:

- Proposal rankings, as indicated by the cost per kilogram of volatile organic compounds eliminated, cost per kilogram of nitrogen oxides eliminated, and cost per kilogram of fine particulate matter eliminated.
- Proposal readiness, as indicated by prior CMAQ funding for proposals moving to construction, or obligation status of prior funds for projects of an ongoing nature.
- Sponsor ability to move projects forward, as indicated by obligation of previously-funded projects.
- Sponsor self-reported readiness for comparably-ranked proposals.

The programming mark was established at \$63,000,000, based on unprogrammed balances from prior years and the expected FY 2009 apportionment. In addition, the withdrawal of TIP ID 13-05-0001, Illinois 511 Traveler Information System, Chicago Area, is anticipated. If this withdrawal is not received, the proposed program will need to be reduced.

Congestion reduction is an important component of the CMAQ program. The CMAQ Project Selection Committee has discussed using delay reduction as one of the ranking criteria for program development. The air quality improvements, which correlate highly with delay reduction, were distinct enough in the traffic flow improvement categories to provide criteria for selecting among the FY 2009 proposals.

Similarly, the criteria of reduction in vehicle miles of travel and trips eliminated related well to the air quality criteria.

Although prior CMAQ funding is considered for proposals moving to construction, several proposals were not selected due to their very high funding requirements and their low ranking compared to competing proposals.

Bicycle Encouragement

This category has five proposals, requesting \$3.2 million federal dollars. The top three are recommended. The City of Chicago's Commuter Bike Parking, 2009-2011 Series ranked highest, and has received CMAQ funding five prior times. Although some of its funds from prior years are unobligated, work is proceeding. The third of the proposals selected, the Bike to Metra Guide Pamphlets and Website, ranked noticeably lower than the two proposals above it, but the concept merits further exploration, and the amount was not large.

Bicycle Facilities

This category has 33 proposals, requesting \$51.4 million federal dollars. The top fifteen proposals are recommended. The last two recommended proposals, Chicago's Weber Spur Trail UPRR (Former CNW) and Lakefront Trail-Navy Pier Flyover, although representing a large funding commitment, were included to address readiness issues. In addition, the Navy Pier Flyover has previous CMAQ funding and is moving to construction.

Bottleneck Elimination

This category has six proposals, requesting \$27 million federal dollars. The top two are recommended, showing a good cost/benefit ratio, with a moderate commitment of federal funds requested. The remaining proposals had much higher cost/benefit ratios, and sought much higher dollar amounts.

Commuter Parking

This category has five proposals, requesting \$9.9 million federal dollars. The top two are recommended

Demonstration

This category has two proposals, requesting \$120,000 federal dollars. The cab connector proposal is recommended, as an extension of previously-funded reverse commute projects in the Lake County area.

Diesel Emissions Reduction

This category has 14 proposals, requesting \$69.8 million federal dollars. Eleven of the proposals are recommended for funding. This project category is new this year, and has generated significant interest. In programming funds to this category, staff noted that:

- The region is in nonattainment of the fine particulate matter air quality standard. The nonattainment determination is recent compared to the region's ozone nonattainment status.
- About two-thirds of fine particulates in the mobile source sector come from diesel engines.
- Measures to reduce fine particulate emissions are still being deployed. Vehicle turnover is relatively slow for diesel vehicles, so technology improvements are more slowly adopted than they are for gasoline-powered vehicles. Thus, there are many "low-hanging fruit" in this area.

Although the recommendation listing shows the cost/benefit ratio for VOC elimination, the diesel emission reduction proposals were ranked by the PM_{2.5} elimination cost/benefit ratio. This ranking is shown in a separate attachment.

Of the \$21.2 million recommended in this category, \$8.7 million is for public agencies in the region, while \$12.5 million is for railroads, including Amtrak. In light of the cost reductions realized by the newer engines the railroads will acquire, a higher local match (35%) has been proposed for them.

Multi-year funding was not committed to proposals in this category. Since this is a new category, staff thinking was to see what the ability to implement these projects is before committing additional funds. This should in general not hurt the proposals, since the out-year funding is for additional retrofits or engines. Thus, if further funding is not programmed, the benefits of the 2009 funding will still be realized.

Two proposals with benefits were not recommended. Since CSX received funding last year, it was thought that those funds should be spent before further funding is programmed. The Indiana Harbor Belt proposal sponsored by Riverdale was not recommended because the CSX proposal funded last year was also in Riverdale. Other proposals were recommended in order to realize benefits in all parts of the region.

Intersection Improvement

This category has 46 proposals, requesting \$55.4 million federal dollars. The top seventeen are recommended. In addition, Lake County's Hunt Club Rd at Milburn Rd proposal, which has previous CMAQ funding, is being implemented with the Hunt Club Rd at Wadsworth Rd proposal. With these considerations, Hunt Club Rd at Milburn Rd was also funded.

Other

This category has five proposals, requesting \$13.7 million federal dollars. The top proposal is recommended; the other proposals had weaknesses that caused them to be not recommended.

Parking Deck

This category has two proposals, requesting \$22 million federal dollars. Neither proposal is recommended; the funding needed is too high in light of the expected impact and the opportunities for benefits in other proposal categories.

Pedestrian

This category has twelve proposals, requesting \$37.6 million federal dollars. Four are recommended. Among the best-ranking proposals, several had unobligated funds from prior years, or the sponsor had unobligated funds from other pedestrian projects. These proposals were held off the table to help reduce the unobligated balance. After the last proposal recommended, the cost/benefit ratio increases significantly.

Signal Interconnect

This category has 31 proposals, requesting \$123.5 million federal dollars. The top nine are recommended. The bottom-ranking proposal is also recommended, because the sponsor has stated that other funds will be used for construction; the only funds needed are for engineering.

Transit Facility Improvement

This category has six proposals, requesting \$119.6 million federal dollars. Evanston's Yellow Line Infill Stations Engineering Feasibility Study is recommended as the top-ranking proposal. CDOT's Morgan St Station-Green/Pink Lines proposal is recommended for partial funding. The Wood Dale proposal is replacing an existing station, and has eligibility questions.

Transit Service and Equipment

This category has sixteen proposals, requesting \$13 million federal dollars. A mix of proposals are recommended. Pace has asked that its diesel emission reduction proposal be funded in preference to its transit service and equipment proposals; this was done. Among the CTA proposals, they were chosen generally in order, except that the third year of Ashland bus service was chosen over the improvements to six routes. The Ashland service is underway, and it is clear the funds will be put to use. The proposal for improvements to the six routes has funding from FY 2008, but the service has not begun. Staff thought that the service should be initiated before further funding is committed.

Transit Transfer

This category has one proposal, requesting \$9.7 million federal dollars. The proposal is recommended; it will strengthen the connections among the transit modes serving the loop area.

Chicago Metropolitan Agency for Planning

FY 2009 CMAQ Staff Proposal - Project Detail

	uncommitted cost over 10%		Prior Funds - unobligated	Proposal has Prior CMAQ									\$/kilo > \$2,000
77 proposed projects; proposed funding:				\$62,268,807	\$12,761,729	\$6,559,300	\$946,800	\$82,536,636					
Uncommitted costs for proposed projects:				\$11,873,500									
	Project Total	Application Federal	Needed for 2009	Proposed Program	Proposed 2010	Proposed 2011	Proposed 2012	Total Proposed	Programming Notes			\$ Per Kilo VOC Eliminated	
Bicycle Encouragement													
Chicago	\$975,000	\$780,000	\$780,000	\$780,000				\$780,000				\$1,646	
McHenry	\$28,330	\$22,664	\$22,664	\$22,664				\$22,664				\$4,211	
Regionwide	\$105,000	\$84,000	\$84,000	\$84,000				\$84,000				\$15,538	
Chicago	\$1,667,500	\$1,334,000	\$1,334,000					\$0				\$16,149	
Chicago - Citywide	\$225,000	\$180,000	\$180,000					\$0				\$23,864	
Bicycle Facilities													
Chicago	\$2,925,000	\$2,000,000	\$400,000	\$400,000	\$800,000	\$800,000		\$2,000,000				\$195	
Northwest	\$155,000	\$124,000	\$124,000	\$124,000				\$124,000				\$244	
Northwest	\$130,000	\$90,000	\$90,000	\$90,000				\$90,000				\$561	
Southwest	\$191,000	\$120,000	\$120,000	\$120,000				\$120,000				\$1,013	
Kane	\$422,800	\$338,200	\$40,300	\$40,300	\$297,900			\$338,200				\$1,166	
Kane	\$122,000	\$82,000	\$82,000	\$82,000				\$82,000				\$1,250	
McHenry	\$192,000	\$144,000	\$144,000	\$144,000				\$144,000				\$1,464	
DuPage	\$5,470,350	\$3,920,000	\$3,920,000	\$3,920,000				\$3,920,000				\$2,587	
Will	\$680,000	\$153,000	\$153,000	\$153,000				\$153,000				\$2,918	
Southwest	\$8,510,000	\$360,000	\$360,000	\$360,000				\$360,000				\$3,531	
Kane	\$3,401,000	\$2,721,000	\$324,000	\$324,000	\$2,397,000			\$2,721,000				\$3,551	
Northwest	\$863,000	\$600,000	\$600,000	\$600,000				\$600,000				\$3,587	
McHenry	\$707,625	\$566,100	\$86,800	\$86,800	\$40,000	\$439,300		\$566,100				\$5,630	
Chicago	\$2,800,000	\$2,240,000	\$1,680,000	\$1,680,000	\$560,000			\$2,240,000				\$7,074	
Chicago	\$28,335,500	\$19,196,000	\$11,996,000	\$5,500,000				\$5,500,000				\$8,548	
McHenry	\$878,600	\$333,900	\$78,800					\$0				\$8,949	
Northwest	\$1,354,900	\$1,084,000	\$72,900					\$0				\$9,123	
Lake	\$690,000	\$552,000	\$70,400					\$0				\$12,236	
Lake	\$882,000	\$705,600	\$89,600					\$0				\$12,411	
Will	\$751,500	\$601,200	\$140,000					\$0				\$13,440	
Will	\$1,304,000	\$1,043,200	\$141,600					\$0				\$13,530	
DuPage	\$2,427,000	\$112,000	\$112,000					\$0				\$17,448	
Will	\$603,825	\$483,060	\$26,640					\$0				\$18,051	
Lake	\$684,000	\$547,000	\$30,000					\$0				\$18,476	
Kane	\$429,500	\$343,600	\$21,600					\$0				\$20,568	
Lake	\$1,284,800	\$932,800	\$52,000					\$0				\$23,626	

\$/kilo > \$2,000

77 proposed projects; proposed funding:
Uncommitted costs for proposed projects:

\$62,268,807
\$11,873,500

proposed program 2009 080703.xls

Chicago Metropolitan Agency for Planning

FY 2009 CMAQ Staff Proposal - Project Detail

	uncommitted cost over 10%		Prior Funds - unobligated	Proposal has Prior CMAQ										\$/kilo > \$2,000
77 proposed projects; proposed funding:				\$62,268,807	\$12,761,729	\$6,559,300	\$946,800	\$82,536,636						
Uncommitted costs for proposed projects:				\$11,873,500										
	Project Total	Application Federal	Needed for 2009	Proposed Program	Proposed 2010	Proposed 2011	Proposed 2012	Total Proposed	Programming Notes				\$ Per Kilo VOC Eliminated	
Engine	\$6,000,000	\$4,800,000	\$2,400,000					\$0					\$266	
20-	\$6,588,000	\$5,270,400	\$5,270,400					\$0					\$320	
esel	\$2,800,000	\$2,100,000	\$2,100,000	\$1,820,000				\$1,820,000	35% local match				\$372	
cher	\$5,668,000	\$4,534,400	\$4,534,400	\$2,763,150				\$2,763,150	35% local match				\$403	
ons	\$2,681,000	\$2,681,000	\$2,681,000	\$800,000				\$800,000	20% local match				\$821	
egion	\$667,000	\$500,000	\$500,000	\$0									Not Analyzed	
n Rd	\$420,000	\$336,000	\$16,000	\$16,000	\$120,000	\$200,000		\$336,000					\$105	
	\$175,000	\$140,000	\$8,000	\$8,000	\$12,000	\$120,000		\$140,000					\$137	
	\$345,000	\$276,000	\$16,000	\$16,000	\$60,000	\$200,000		\$276,000					\$177	
	\$470,000	\$376,000	\$56,000	\$56,000	\$320,000			\$376,000					\$303	
ence Ave	\$375,000	\$300,000	\$16,000	\$16,000	\$84,000	\$200,000		\$300,000					\$523	
	\$625,000	\$500,000	\$32,000	\$32,000	\$108,000	\$360,000		\$500,000					\$605	
d	\$345,000	\$276,000	\$16,000	\$16,000	\$60,000	\$200,000		\$276,000					\$1,120	
	\$345,000	\$276,000	\$16,000	\$16,000	\$60,000	\$200,000		\$276,000					\$1,486	
	\$345,000	\$276,000	\$16,000	\$16,000	\$60,000	\$200,000		\$276,000					\$1,719	
	\$2,409,000	\$1,847,000	\$140,000	\$140,000	\$1,707,000			\$1,847,000					\$1,725	
n to IL 176	\$625,000	\$500,000	\$32,000	\$32,000	\$108,000	\$360,000		\$500,000					\$2,343	
	\$3,150,000	\$2,520,000	\$160,000	\$160,000	\$360,000	\$2,000,000		\$2,520,000					\$2,972	
	\$345,000	\$276,000	\$16,000	\$16,000	\$60,000	\$200,000		\$276,000					\$3,099	
	\$485,000	\$388,000	\$24,000	\$24,000	\$84,000	\$280,000		\$388,000					\$3,319	
	\$2,045,500	\$1,522,800	\$80,000	\$80,000	\$96,000	\$400,000	\$946,800	\$1,522,800					\$3,611	
	\$690,000	\$552,000	\$32,000	\$32,000	\$120,000	\$400,000		\$552,000					\$3,791	
	\$2,019,000	\$936,000	\$936,000	\$936,000				\$936,000					\$4,044	
	\$280,000	\$224,000	\$16,000					\$0					\$5,361	
ington Rd	\$625,000	\$500,000	\$32,000					\$0					\$5,611	
	\$625,000	\$500,000	\$32,000					\$0					\$6,385	
S Ramp	\$140,000	\$112,000	\$48,000					\$0					\$6,532	
	\$625,000	\$500,000	\$32,000					\$0					\$7,062	
IL	\$5,520,000	\$4,296,000	\$776,000					\$0					\$7,239	
Rd	\$345,000	\$276,000	\$16,000					\$0					\$7,796	
	\$2,744,000	\$1,444,000	\$1,444,000	\$1,444,000				\$1,444,000	integral with Hunt Club at Wadsworth				\$8,465	
wealth Ln	\$1,171,000	\$835,000	\$76,000					\$0					\$8,768	
	\$625,000	\$500,000	\$32,000					\$0					\$12,497	
	\$2,729,000	\$2,183,200	\$104,000					\$0					\$17,824	
	\$690,000	\$552,000	\$32,000					\$0					\$21,343	
75th	\$12,395,750	\$9,105,000	\$9,105,000					\$0					\$23,576	
uPage														
	\$2,993,500	\$2,394,800	\$104,000					\$0					\$30,714	
	\$2,564,700	\$1,898,800	\$112,000					\$0					\$32,086	
	\$625,000	\$500,000	\$32,000					\$0					\$45,591	
amps to	\$8,923,750	\$5,575,800	\$118,800					\$0					\$62,451	
Rd	\$2,393,500	\$1,914,800	\$96,000					\$0					\$78,694	
	\$985,000	\$788,000	\$48,000					\$0					\$88,663	

Chicago Metropolitan Agency for Planning

FY 2009 CMAQ Staff Proposal - Project Detail

	uncommitted cost over 10%		Prior Funds - unobligated	Proposal has Prior CMAQ							\$/kilo > \$2,000
77 proposed projects; proposed funding:				\$62,268,807	\$12,761,729	\$6,559,300	\$946,800	\$82,536,636			
Uncommitted costs for proposed projects:				\$11,873,500							
	Project Total	Application Federal	Needed for 2009	Proposed Program	Proposed 2010	Proposed 2011	Proposed 2012	Total Proposed	Programming Notes	\$ Per Kilo VOC Eliminated	
83rd St	\$1,118,000	\$800,000	\$800,000					\$0	No Benefit No Benefit No Benefit	No Benefit No Benefit No Benefit	
	\$345,000	\$276,000	\$16,000					\$0			
	\$2,646,000	\$1,148,700	\$219,500					\$0			
	\$1,910,000	\$1,448,000	\$1,448,000					\$0	No Benefit		
	\$985,000	\$788,000	\$48,000					\$0	No Benefit		
	\$1,105,000	\$884,000	\$56,000					\$0	No Benefit		
Rd	\$985,000	\$788,000	\$48,000					\$0	No Benefit		
	\$375,000	\$300,000	\$16,000					\$0	No Benefit		
Springfield	\$375,000	\$300,000	\$16,000					\$0	No Benefit		
	\$275,000	\$220,000	\$220,000					\$0	Not Analyzed		
egrated	\$1,900,000	\$1,520,000	\$1,520,000	\$1,520,000				\$1,520,000		\$35	
inwide	\$2,329,750	\$1,863,800	\$1,863,800					\$0		\$109	
	\$350,000	\$350,000	\$350,000					\$0		\$306	
onitoring, er-	\$6,250,000	\$4,800,000	\$4,800,000					\$0		\$315	
on System	\$6,462,500	\$5,170,000	\$414,000					\$0		\$8,208	
ure	\$14,000,000	\$8,300,000	\$540,000					\$0		\$877	
Deck for	\$17,968,000	\$13,734,000	\$838,000					\$0		\$1,705	
ear CTA	\$1,210,000	\$968,000	\$200,000					\$0		\$91	
	\$650,211	\$520,169	\$64,000	\$64,000	\$456,169			\$520,169		\$228	
Walkway	\$124,430	\$99,544	\$6,800					\$0		\$474	
ct	\$858,300	\$686,640	\$56,000					\$0		\$489	
St	\$134,000	\$107,200	\$107,200	\$107,200				\$107,200		\$1,134	
Beach	\$781,820	\$491,820	\$491,820	\$491,820				\$491,820		\$1,145	
rrrell Rd	\$449,000	\$319,000	\$319,000	\$319,000				\$319,000		\$2,584	
	\$1,027,000	\$821,600	\$70,400					\$0		\$7,542	
lk from	\$114,000	\$91,200	\$14,400					\$0		\$17,299	
ngton-	\$114,000	\$91,200	\$14,400					\$0		\$47,910	
tion	\$41,000,000	\$32,800,000	\$2,080,000					\$0		\$244,196	
elters and	\$504,000	\$403,000	\$403,000					\$0		Not Analyzed	
Rochester	\$675,500	\$540,400	\$56,000	\$56,000	\$484,400			\$540,400		\$187	
Dr	\$1,685,000	\$1,348,000	\$1,348,000	\$1,348,000				\$1,348,000		\$192	
n St	\$1,001,900	\$801,500	\$80,000	\$80,000	\$721,500			\$801,500		\$260	
st St to	\$170,000	\$128,000	\$128,000	\$128,000				\$128,000		\$269	
State St	\$145,000	\$103,200	\$103,200	\$103,200				\$103,200		\$273	
to St	\$180,000	\$136,000	\$136,000	\$136,000				\$136,000		\$380	
annheim	\$110,000	\$80,000	\$80,000	\$80,000				\$80,000		\$439	

Chicago Metropolitan Agency for Planning

FY 2009 CMAQ Staff Proposal - Project Detail

	uncommitted cost over 10%		Prior Funds - unobligated	Proposal has Prior CMAQ										\$/kilo > \$2,000
77 proposed projects; proposed funding:				\$62,268,807	\$12,761,729	\$6,559,300	\$946,800	\$82,536,636						
Uncommitted costs for proposed projects:				\$11,873,500										
	Project Total	Application Federal	Needed for 2009	Proposed Program	Proposed 2010	Proposed 2011	Proposed 2012	Total Proposed	Programming Notes				\$ Per Kilo VOC Eliminated	
Woodward	\$730,000	\$584,000	\$584,000	\$584,000				\$584,000					\$449	
City to IL	\$671,000	\$178,000	\$178,000	\$178,000				\$178,000					\$737	
	\$330,000	\$248,000	\$248,000					\$0					\$757	
and Dr	\$552,000	\$441,600	\$441,600					\$0					\$815	
from	\$828,000	\$542,000	\$542,000					\$0					\$837	
W Tr/84 Ct														
State St	\$920,000	\$688,000	\$688,000					\$0					\$960	
rd to	\$270,000	\$200,000	\$200,000					\$0					\$1,034	
rd to Blake	\$460,000	\$344,000	\$344,000					\$0					\$1,070	
ton Rd	\$1,736,200	\$1,389,000	\$240,000					\$0					\$1,186	
4	\$981,700	\$785,400	\$80,000					\$0					\$1,207	
rd to	\$444,000	\$355,200	\$355,200					\$0					\$1,492	
to Engle	\$669,000	\$535,200	\$535,200					\$0					\$1,615	
m Grand	\$457,000	\$365,600	\$365,600					\$0					\$2,315	
Orleans	\$11,070,000	\$8,856,000	\$708,000					\$0					\$2,901	
to	\$15,880,000	\$12,704,000	\$1,016,000					\$0					\$3,187	
uth Shore	\$8,795,000	\$7,036,000	\$564,000					\$0					\$3,381	
from	\$6,985,000	\$4,096,000	\$4,096,000					\$0					\$3,870	
95th St	\$7,495,000	\$5,996,000	\$480,000					\$0					\$3,892	
th St	\$21,750,000	\$17,400,000	\$1,392,000					\$0					\$4,037	
te St	\$6,840,000	\$5,472,000	\$440,000					\$0					\$4,222	
SB Ramp														
Dr to	\$190,000	\$144,000	\$144,000					\$0					\$4,750	
rom 31st	\$16,270,000	\$13,016,000	\$1,040,000					\$0					\$10,825	
Chicago	\$46,740,000	\$37,392,000	\$2,992,000					\$0					\$19,586	
arlem Ave														
t to IL 25	\$2,028,000	\$1,622,000	\$88,000	\$88,000				\$88,000	Construction funding from other sources				\$25,409	
eepering	\$4,975,000	\$220,000	\$220,000	\$220,000				\$220,000					\$361	
n Depot	\$1,291,000	\$960,000	\$960,000					\$0					\$931	
ines	\$34,500,000	\$25,600,000	\$25,600,000	\$8,000,000				\$8,000,000					\$2,086	
UPW	\$39,809,000	\$31,847,000	\$1,689,000					\$0					\$4,141	
l Parking	\$2,054,000	\$1,643,000	\$88,000					\$0					\$4,867	

Chicago Metropolitan Agency for Planning

FY 2009 CMAQ Staff Proposal - Project Detail

		uncommitted cost over 10%			Prior Funds - unobligated	Proposal has Prior CMAQ								\$/kilo > \$2,000
77 proposed projects; proposed funding:						\$62,268,807	\$12,761,729	\$6,559,300	\$946,800	\$82,536,636				
Uncommitted costs for proposed projects:						\$11,873,500								
	Project Total	Application Federal	Needed for 2009	Proposed Program	Proposed 2010	Proposed 2011	Proposed 2012	Total Proposed	Programming Notes	\$ Per Kilo VOC Eliminated				
ent - Red	\$99,820,000	\$59,360,000	\$31,360,000	\$0							\$6,333			
ram	\$1,057,465	\$1,057,465	\$1,057,465	\$0							\$210			
	\$3,360,000	\$2,688,000	\$2,688,000	\$0							\$263			
ween	\$425,000	\$340,000	\$340,000	\$0							\$942			
weekend	\$776,750	\$318,400	\$318,400	\$318,400							\$1,052			
g Service	\$222,040	\$177,632	\$177,632	\$143,000							\$1,225			
d	\$82,300	\$65,840	\$65,840	\$0							\$1,233			
t Chicago-	\$935,300	\$748,240	\$748,240	\$0							\$1,315			
ekend	\$910,000	\$728,000	\$728,000	\$705,000							\$1,507			
Pier and	\$293,000	\$234,400	\$234,400	\$183,000							\$1,793			
7th, #50 59 52 -Year 2	\$2,642,000	\$1,193,600	\$1,193,600	\$0							\$1,844			
day and	\$767,000	\$613,600	\$613,600	\$523,000							\$2,327			
Rt 59	\$252,000	\$201,600	\$201,600	\$0							\$3,154			
e Service	\$500,000	\$400,000	\$400,000	\$400,000							\$4,390			
ess - Year	\$6,616,500	\$3,271,200	\$3,271,200	\$1,500,000							\$5,732			
ide to UIC	\$430,100	\$344,080	\$344,080	\$0							\$6,866			
ear 3	\$764,000	\$611,200	\$611,200	\$0							\$12,820			
inter	\$12,085,000	\$9,668,000	\$5,544,000	\$5,544,000							\$1,071			

Chicago Metropolitan Agency for Planning

FY 2009 CMAQ Staff Proposal - Project Detail

uncommitted
cost over 10%

Prior Funds -
unobligated

Proposal has
Prior CMAQ

\$/kilo > \$2,000

77 proposed projects; proposed funding:
Uncommitted costs for proposed projects:

\$62,268,807
\$11,873,500

Council	CMAQ ID	Sponsor	Facility to be Improved	Project Total	Application Federal	Needed for 2009	Proposed Program	Programming Notes	\$ Per Kilo VOC Eliminated	\$ Per Kilo PM Eliminated
Diesel Emissions Reduction										
Regionwide	DR13093149	Cook County Dept of Environmental Control	Cook County Fleet Diesel Retrofit	\$806,754	\$633,873	\$633,873	\$633,873		\$31	61.76
Regionwide	DR13093151	Pace	Bus Diesel Engine Retrofits	\$7,700,000	\$6,160,000	\$6,160,000	\$4,548,080		\$130	\$350
Regionwide	DR13093150	IEPA	Chicago Area Diesel Retrofit Program	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000		\$111	\$404
Chicago	DR01093127	IEPA	Retrofit of Amtrak Switcher Engines	\$3,000,000	\$2,400,000	\$1,200,000	\$975,000	35% local match	\$190	\$513
Chicago	DR01093125	CDOE	Chicago Diesel Emissions Reduction Project	\$6,949,000	\$5,447,000	\$5,447,000	\$1,739,000		\$275	\$561
North Central	DR04093133	Berkeley	Union Pacific Proviso Railyard Switcher Engine Retrofit	\$3,200,000	\$2,560,000	\$2,560,000	\$2,080,000	35% local match	\$212	\$574
Chicago	DR01093126	IEPA	Norfolk Southern Railway Co Switchyard Diesel Locomotive Retrofit Project	\$6,000,000	\$4,800,000	\$2,400,000	\$1,950,000	35% local match	\$213	\$575
Southwest	DR06093132	Bedford Park	BRC Clearing Yard Switcher Retrofit	\$33,700,000	\$26,960,000	\$9,600,000	\$2,925,000	35% local match	\$232	\$627
South	DR07093135	IEPA	CSXT Barr Rail Yard Switch Engine Retrofit-Year 2 & 3	\$6,000,000	\$4,800,000	\$2,400,000			\$266	\$719
Regionwide	DR13093148	Riverdale	Indiana Harbor Belt Railroad SD-20 Retrofit	\$6,588,000	\$5,270,400	\$5,270,400			\$320	\$844
Central	DR05093134	Cicero	Cicero Rail Yard Locomotive Diesel Retrofit	\$2,800,000	\$2,100,000	\$2,100,000	\$1,820,000	35% local match	\$372	\$1,012
Regionwide	DR13093142	Franklin Park	Indian Harbor Belt Railroad Switcher Engine Retrofit	\$5,668,000	\$4,534,400	\$4,534,400	\$2,763,150	35% local match	\$403	\$1,059
Regionwide	DR13093182	IDOT	IDOT Maintenance Fleet Emissions Reduction	\$2,681,000	\$2,681,000	\$2,681,000	\$800,000	20% local match	\$821	\$1,614
South	DR07093136	Riverdale	Biofuels Facility for the South Region	\$667,000	\$500,000	\$500,000			Not Analyzed	Not Analyzed